



2000-3

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**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 20.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive *The Bottle Shipwright*, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

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ARTICLES & PHOTOGRAPHS for publication in **THE BOTTLE SHIPWRIGHT** should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of **THE BOTTLE SHIPWRIGHT**. Anyone submitting materials for publication in *The Bottle Shipwright*, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.



BACK ISSUES of *The Bottle Shipwright* are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each

Do people in Australia call the rest of the world "up over"?

The Bottle Shipwright

Volume 18.

Number 3.

Association Officers

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FRANK SKURKA.....Vice President
DON HUBBARD.....Membership
ADAM MELLO.....Treasurer
RAY HANDWERKER.....Editor
SAUL BOBROFF.....Back Issues
RAY HANDWERKER.....Decals / Patches

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER- Florida waterfront
home and yacht for sale.

BACK COVER- Alan Barraclough's
Young America being built.

TABLE OF CONTENTS

USS. Salt Lake City CA25-----	3.
A Jig for Attaching Rat Lines by A.Barraclough-----	4-5.
Lady Ship Bottler's Shop Notes by Terry Butler-----	6.
SIB's and on line auctions by Bob Evans-----	7.
Books & the Stars & Stripes by Frank Skurka-----	8-9.
Modeler's Lexicon and Spindrift by Frank Skurka-----	10-12.
Schooner Hannah a photo essay by Bernd Braatz-----	13-17.
Letters from the members-----	18-20.
Tips for SIB builders by Don Hubbard-----	21.
New Member from Jerry Plant-----	22-23.
National D-Day Museum by Frank Skurka-----	24.
The Amistad by Frank Skurka-----	25.



THAT IS ALL!

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

It is with great reluctance that I have to advise the membership that as of the first of 2001, dues will be raised to \$25.00. The preponderance of our dues goes to the production and distribution of THE BOTTLE SHIPWRIGHT.

We have, over the years, in view of the rising cost of postage, opted to use Bulk Mail for domestic distribution of our journal in order to save costs. The result has been far from reliable with delivery being spotty at best.

Overseas must go Surface or Airmail (Surface takes 8-12 or more weeks). Our editor Ray Handwerker and his wife Nancy, with no other assistance, work hard not only to make up our journal and get it to the printer, but afterwards prepare it for the Post Office. It must be sorted and bundled by zip code before it can be taken to the Post office, a very time consuming operation.

We feel that it is essential to find relief for the Handwerker's and the small increase in dues will serve that purpose. It will allow the use of First Class mail for domestic issues and hopefully insure improved delivery to you and will save the annual bulk mail fee we now pay to the post office.

I ask for your understanding in this attempt to get the Bottle Shipwright into your hands in a more timely manner.

HIT THE BOTTLE

Jack

1.

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-bt1shprt @ innet.com.

Ray Handwerker



Once again I must report on the passing of a member. Jasper N. Parrilli of Westbury, New York. Our condolences go out to his wife Patsy. And , George D. Villiers-Furze has returned the Membership Chairmans job to Don Hubbard for personal reasons. Thanks for trying George. And the Prez. sez that plans for the Detroit Conference are moving along at flank speed. And we are communicating with the attendees via special letters rather than using space in the journal.

There is still a need for you members to send in some input, hints, tips, photo's, articles, questions. Please do not think that your work isn't worthy of being in your journal.

Now let's refill those bottles.

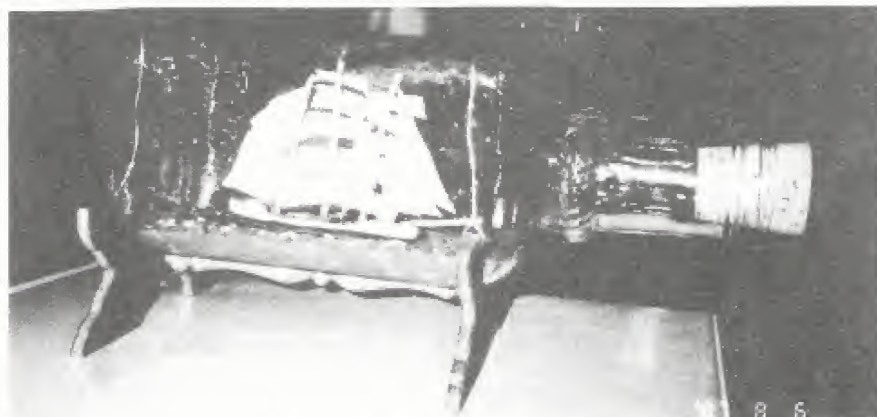
WELCOME ABOARD NEW MEMBERS.

I truly wish that we could welcome aboard some new members , but as of this writing I have no applications for membership. I hope it is just a glitch caused by the change in Membership Chairman . I have again included an application in this issue, so if you know anyone that you think might like to join, please give it to them.

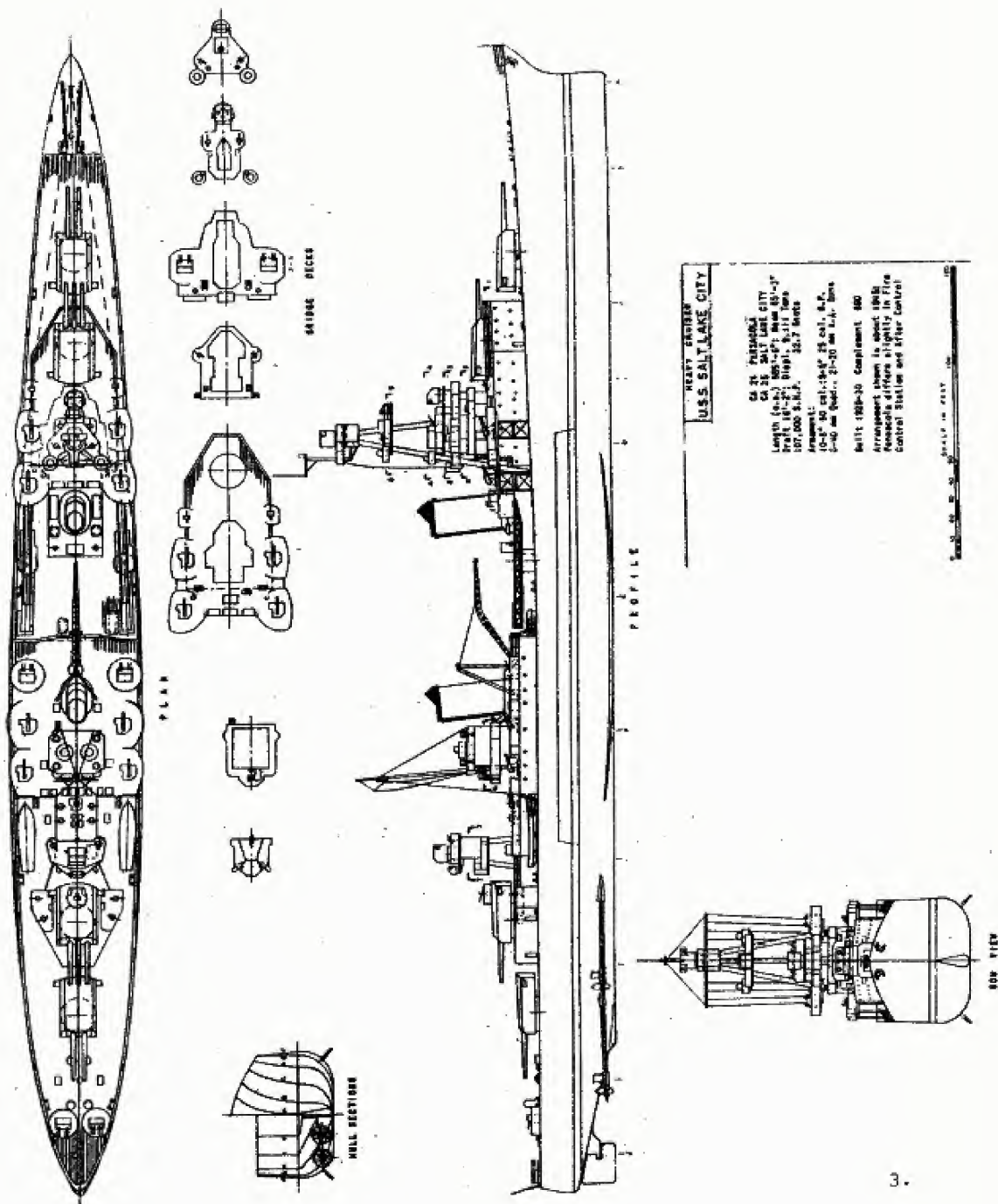
ADDRESS CHANGES.

David Denny , 20341 1st Ave NE Apt C-6 Poulsbo, Wa. 98370.
William Dombroski, 43 Bow Creek Dr. Mountain Top, Pa. 18707.
Perce Donley, P.O.Box 1096. Palm City, Fl. 34991.
Frank DuMey, 2310 E. Wilcox Dr. Sierra Vista, Az. 86535.
Floyd H. Fulkerson, 1436 Astor St. Apt # 2. Chicago, Il. 60610.
William W. Howat, 12 First St. Apt. #1211, Salem, Ma. 01970.
Stephen N. Sullivan, 5080 Ave. D. St. Augustine, Fl. 32095.

If I missed anyone, my apologies , and drop me a line for a correction in the next issue.



Above, the Privateer by Alan W. Barraclough of Pennsylvania. His first SIB put into a Rock and Rye bottle. He confesses that this was a kit. Still a very nice job Alan. and thank for the input.



Alan W. Barraclough
1243 Disston Street
Phila PA 19111 USA
Email abarracl@erols.com

Ray Handwerker
5075 Freeport Drive
Spring Hill Florida 34606

August 16, 2000

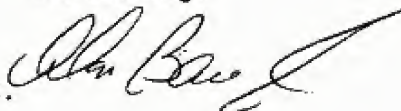
Dear Ray,

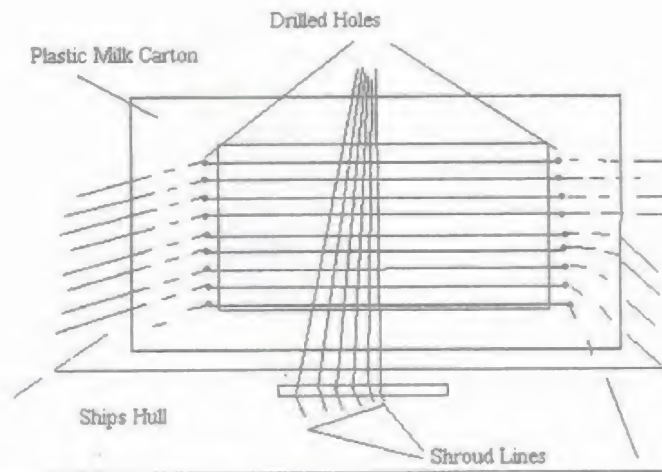
I am sending along a hint for a jig that I developed for attaching ratlines onto the shrouds, after the shrouds have been attached to the hull and mast. I took a plastic quart milk container and cut it into flat rectangular shapes. I make one to fit whatever size shroud I am working on at that time. I then drill a set of holes on each side for the lines to go through which will form vertical lines for the ratlines. I also cut out the middle of the plastic rectangle so when you apply CA glue it won't stick to the jig. I place the jig behind the shrouds and then run a length of line through the left side crossing the shroud lines and then put it into the hole on the other side. I then attach small clamps to the lines to hold them taught in the jig against the shrouds. The clamps hang over the opposite side of the hull thus causing the right amount of tension. Then I glue the ratlines at each line that they cross. I then repeat the procedure for about the next 3 or 4 lines. I let them dry and then pull the lines out of the jig leaving the last line in place to keep the alignment straight for the next set. After all the rat lines are glued I then remove the jig and using locking tweezers I hold the excess line and trim it back to the first joint using a razor blade. The beauty of this jig is that it can be used over and over on that ship. I had tried using cardboard at first but had to make a new jig for each ratline and shroud. I recently used this method on The Young America and she had four sets of shrouds and ratlines per mast, two lower and two upper. I am also including a drawing of the jig.

I am also including pictures of The Young America, prior to being bottled as well as in the bottle. She is at 1:480 scale in a sea of plasticine. The hull was carved from basswood, masts and spars and yards from birch dowels. The stand is a piece of driftwood I bought at a flea market (I kept the fleas to help me in tough situations in bottling the ship in those hard to get to areas).

Also just a short note to let you know that after my letter was published several members have contacted me about split hulls and I am currently corresponding with another member and trading stories via the internet. Thanks again and keep up the great work.

Alan Barraclough

4. 



The Young America finished on a sea of plasticine .

- I started with nothing. I still have most of it.
- When did my wild oats turn to prunes and all bran?
- I finally got my head together, and now my body is falling apart.

SHOP NOTES FROM TERRY BUTLER, ONE OF OUR LADY SHIP BOTTLERS

I keep my ship in bottle stuff in a double door cabinet under our trunk style coffee table in the living room. I work on a board in my lap with my feet propped up on the coffee table. I do the cutting and shaping of the hulls on a band saw and a belt sander in the garage and do the final shaping and sanding on that board. That way I can spend time with my husband and he can watch the ships progress.

I have a desk and a SMALL work room off of our bedroom but I find that too confining and I love my living room best because it has the most windows and lets in the most light of any of our rooms. It's just a great place to work comfortably.

Most of my tools and supplies I keep in one of those lazy susan kitchen tool holders for big spoons, ladles, spatulas, etc. The shape of it is something like a tall tiered wedding cake only it's a partitioned organizer. It holds everything quite well and I can pull it out to use when I need it and put it under the coffee table when I don't. I have a couple of other bigger pencil holder type containers for glues and pens and such. It works well for me and easily cleaned up for guests anytime.

About articles I'd like to see in the Bottle Shipwright. I'd love to see some detailed instruction on hull segmenting - putting it all together with rigging and all and then getting it in the bottle to look right. I'm very much a visual type who likes to almost SEE instructions. Reading and hearing them don't always make sense to me. I can copy most things I can see clearly. Also would like to see something on plank on hull construction maybe. It has me curious I guess. Another one? I'd love a good description of how some of the Japanese form those high waves in the bottles. What tools do they use and what are their favorite materials? Does anyone have clever and easy materials to come up with stuff to put on decks? Pictures of convincing miniature cargo would be nice. How about running some of the very best older articles in a "best of" page sometimes or a couple times a year?

Terry Butler, Kingsport, TN



CHARLES HAND, CANTON, N.C.

Has been experimenting with ways to get semi-flexible curls in paper sails (see photo right) and finds that Food Lion brand paper dinner napkins do well. Soak them in water with a smidgen of white glue, then onto forms of light bulbs, plastic containers (apple sauce) or inside out plastic ball halves. Ideally, one should first cut the sails into the desired shape. These retain shape quite well. the edges of the napkins have a basket weave em-

bossing and would make nice hammock edging atop bulwarks.

SHIPS-IN-BOTTLES AND ON-LINE AUCTIONS

To the many members who have never visited an on-line auction site, here is a sample of what of the way it looks and what you can find. I saw this item for sale at eBay, check out the SIB and the bid.

Bob Evans, DeSoto, TX

Title of item: 4 Masted Ship In Bottle + Small Boat England NR
Seller: bgilliam@cshore.com
Starts: Aug-10-00 19:53:15 PDT
Ends: Aug-20-00 19:53:15 PDT
Price: Currently \$355.00
To bid on the item, go to:
<http://cgi.ebay.com/aw-cgi/eBayISAPI.dll?ViewItem&item=406534414>

Item Description:

ALL IT NEEDS IS The Perfect Setting
DESCRIPTION: Mint condition bottle holding a four masted schooner and a smaller sailboat in the neck of the bottle. No chips, dings or repairs. Label on base reads: Brooks Bros., NY, Made in England. Embossed bottle base reads: 2704 S12 Teacher UCB. There is braided twine on the neck and the cork is sealed.
MATERIAL: Glass bottle.
COLOR: Bottle has greenish tint. White sails.
OVERALL SIZE IN INCHES: 11 1/2 long x 3 dia.

TO SEE PHOTOS
OF ALL OUR ITEMS
[CLICK HERE](#)

SHIPPING TERMS: Buyer prepays actual shipping cost and insurance plus handling of \$1.50 for items up to 5 lbs, \$2.00 for 6-12 lbs., \$3.00 for 13-17 lbs., \$4.00 for 18 lbs. or heavier. We ship UPS and USPS, whichever is least expensive. Insurance added for your protection and proof item was sent.

PAYMENT: Money order, Cashiers Check, Credit Card or Cash for next day shipment. All checks must be drawn from an American Bank and paid within 10 days of auction close.
SATISFACTION GUARANTEED IF NOT AS DESCRIBED. FULL REFUND EXCLUDING POSTAGE & HANDLING. bgilliam.

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BOOKS

BY

Francis J. Skurka

Frank Braynard

Artist, Author, Op sail founder.

On June 19th, Frank Braynard was awarded an Honorary Doctoral degree from the U.S. Merchant Marine Academy at Kings Point, New York.

A few years ago, he received his first Honorary Doctorate from C.W. Post College, another Long Island Educational Institution. Born in 1916 in Sea Cliff (Long Island) where he still lives, he remembers going to bed by the seven o'clock ship's whistles in Hempstead Harbor. When he was 7 years old, he drew a pencil sketch of the famous world war liner "Leviathan" ("Old Levi") which he drew from a newspaper photograph. After graduating from Duke university, he went to work as one of three shipping news reporters for the old New York Herald Tribune newspaper. A tipster told him that the steamship " Brinkerhoff " was lost in a fog. While writing the story, he got a second tip, that the vessel was safe. He got a front page headline " Ferry boat found " : " No one else knew it was missing," he was quoted as saying.

Joining the American Merchant Marine Institute, a trade organization and Moran Towing (the world's largest towboat company) as a public relations man, his job was to publicize and make people think about American shipping, use it and extol it's virtues.

A friend suggested that he do something to make people think about ships on a more than daily basis. in 1962, he started planning and conceived the idea of operation sail for 1964. Directing the parade of tall ships into New York Harbor. 18 tall ships from around the world participated. He repeated the feat 12 years later for the bicentennial; it was a huge success and has become an international event every four years.

In 1979 he became the curator of the newly created American Merchant Marine Museum on the campus of the Academy. He held that post until his retirement this year. He has produced over 37 books and art portfolios including ; " SS Savannah ; The Elegant Steamship," "Fifty Famous Liners," " Famous American Ships". His sketchbook portfolio of op sail 76 sold over one million copies. He wrote a 6 volume history of the Leviathan which was seized from Germany when the United States entered WW I and was renamed by President Woodrow Wilson. The vessel was large and Wilson took the word from a biblical passage-Leviathan a " monster from the deep ". Taking 8 years of research , Braynard stated that the vessel was a " Gorgeous Ship " after interviewing over 3000 people and visiting the shipyard in Rosyth, Scotland , the ship breakers where the vessel was scrapped.

He and his wife travel widely and he recently published other sketchbooks including " sketching in Ireland, Scotland and England" and " From Seacliff to Barcelona " he has got to be a very fortunate and happy man when he recently said, " I've always been doing what i love, that's what it's all about. I've had a lot of fun doing exactly what i like to do."



THE STARS AND STRIPES

CLASSIC
COLLECTION

.33
x 20
\$6.60

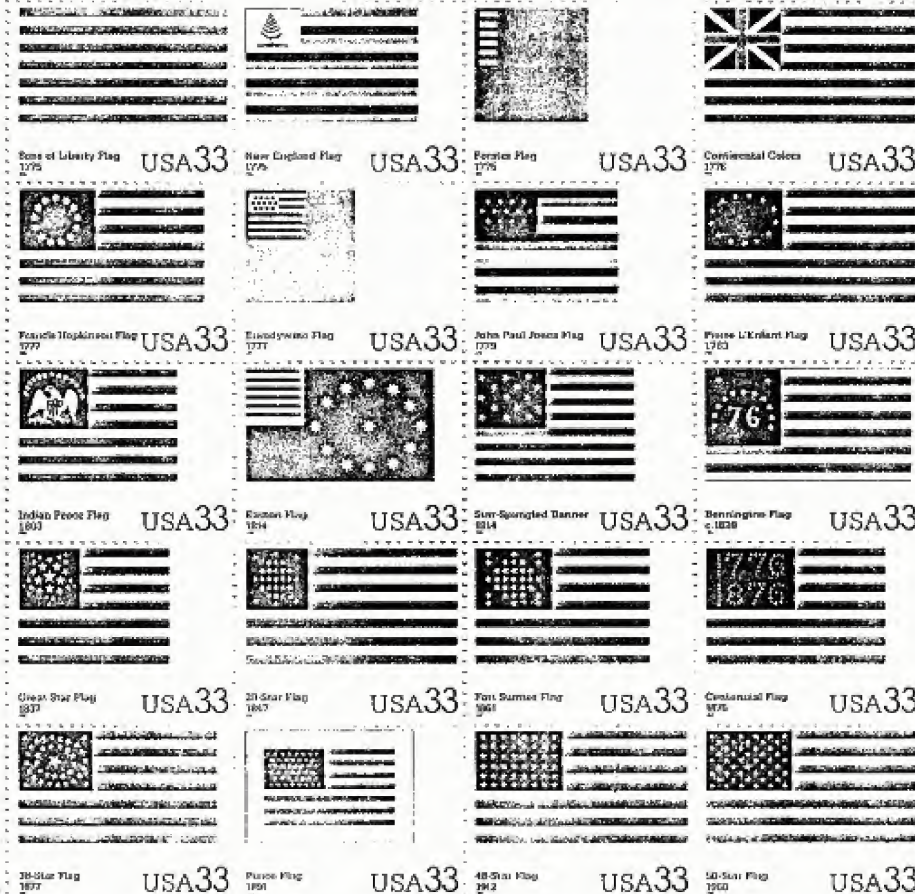


PLATE
POSITION

8111111

© USPS
1999

NOTE: " All colors are standard Red, White and Blue except on the New England flag of 1775. The pine tree is green. The history of each flag is on the back of the stamp."

News flash just in!

I am just starting my seventeenth year as No.1, unpaid civilian assistant to the cross country and track teams at our local High School. Moon High School. I am letting you know we have a web site WWW.Moon Cross Country.Com . Have a look at the Old Kai-Cho , Poke it up , I did the sign. The mother of one of our cross country girls is working on her masters in web site production (She received an "A").

Thats how we got into it.

Jack
Jack

MODELER'S LEXICON BY F.J. SKURKA

- BITUMASTIC** :An asphaltic based paint or cement which is an anti-corrosive paint for tanks.
- BIBLE** :Sailor's name for a block of sandstone (large) used for scrubbing decks; usually fitted with a wooden base which had a handle, so that the work could be done standing up. More common name is "Holystone". Smaller stones were called " Prayer books " and both names derived from the fact that seamen had to get on their hands and knees to use them.
- BIGHT** :The name by which the middle of a length of rope or a loop of slackrope is being held in both hands and a loop is formed.
- BLACKDOWN** : Tarring chain sheete and standing rigging from top to bottom of the masts with a tar pot and wad. In the days of sail, coal tar, vegetable oil and salt water were boiled together and laid on hot. Today, wire rigging is " slushed down " with a similar preserving material called " slush ".
- BLACK BIRDER** :An old sea term for African slaves, applied to ships engaged in the slave trade.
- BLACKWALL** :Generic name for a series of sail trading ships built between 1837 and 1869 for the Indian trade. Most were built at Blackwall on the Thames river in England and they dominated the trade to and from India until the Suez Canal opened in 1869. Thereafter, they ran successfully for a time in the Australian wool trade until they were eclipsed by the revolutionary American built Clipper Ship. Also called a " Blackwallier ".
- FRIGATE**
- BLACK STRAKE** :A wide band of planking along a ship's side just above the wales, which during the 17th and 18th centuries was painted with tar and lamp black as a preservative and as a contrast between the white boot-topping of the bottom and the varnished wood sides. Oil paint was not used (very occasionally in board) until the last quarter of the 18th century.
- BLACKWALL** :A simple and quick way to attach a rope to a hook (cargo hook) by looping a blight around the shank so that any pull on the line makes it tighter.
- HITCH**
- BLACKWALL** :A line attached to the front shroud (line holding the mast secure to the ships side) which keeps the running rigging (ropes adjusting spars and sails) from becoming tangled with the shrouds.
- RATLINE**
- BLOCK** : Common device found on all sizes and types of vessels used to work ropes and lines. They come in a wide variety of size and shape, but all basically have a wheel or wheels (sheaves - pronounced "Shiv") set in a block of wood or metal through which rope passes. The block not only connects or leads ropes, but increase mechanical power applied to the ropes by use in various combinations (mechanical advantage) thus reducing the effort (work) involved. Some types are single, double, treble (number of sheaves), secret, gin, snatch, leading, check, jeer, sister, dasher etc. Blocks with ropes through them form a tackle, also known as a " block and fall ".



MODELER'S LEXICON BY F.J. SKURKA

Continued.

- BLOCK & BLOCK** :Also called "Two blocked ", a condition when two blocks of a tackle come together and can run no further. The tackle must be "Overhauled" (Re-rigged) before another pull.
- BLOCK HANGER** :A metal horse shoe shaped fitting, band or ring fitted to a mast or spar to hold a block.
- BLOCK COEFFICIENT** : Also known as coefficient of fineness, it is the ratio of a ship to the product of her immersed length, breadth and depth; that fractional part that the volume of a vessel bears to a box of the same dimensions. The Amount a ship's lines depart from the box; the fine lines of a Clipper ship would give a coefficient of about 0.55 , while a full lined tramp could be as much as 0.8.
- BOARD** :Has several meanings,
1.- The course and distance made by a sailing vessel between tacks when sailing against the wind (tacking)
: The more she tacks, the shorter the boards.
2.- To go on board, to go into a ship.
3.- To board a tack, to haul the tack (bottom corner on the weather side) right down.
4.- Slip by the board, to desert by escaping down the ship's side.
5.- By the board, close to the deck as when a mast is broken off at deck level or gone by the board.
6.- To board, to attempt to capture an enemy ship by going alongside in a boat, grappling her and then assaulting with a boarding party.

Sidebar.

" BLOOD IS THICKER THAN WATER "

This well known phrase is attributed to Commodore Josiah Tattnall U.S.N. Commander of the East India Squadron, in China, during the second China War (1856-59). The Chinese reneged on the treaty forced on them in 1858, so in 1859, the Anglo-French moved against the Chinese forts at Taku.

Trying to force obstructions in the Yangtze river channel , with eleven gunboats, they lost three of them. Eighty nine troopers were killed and several hundred were wounded, including the British Commander in Chief, Rear Admiral Sir James Hope. Americans were not involved in the action.

Hearing that Hope was wounded, Tattnall bent neutrality and using his ship the " Toeywan " to tow British troop laden boats and barges into action and to tow British boats from the shore with survivors of the land attack. The next day, when visiting the C-in-C, he explained , " Blood is thicker then water," adding, he'd be damned if he'd stand by and watch white men butchered before his eyes. Being a Southerner, he was asked if color had some influence. " No sir! " he replied. " Old Tattnall isn't that kind . sir, this is the cause of humanity !".

Daylight savings time - why are they saving it and where do they keep it?

SPINDRIFT BY F.J. SKURKA

The U.S. Post Office has produced and is marketing two blocks of stamps that are of interest to modelers. The first and most important, is "The Stars and Stripes", which is a block of 20 stamps depicting the evolution and development of the United States flag from 1776, up to the present 50 state flag. If you are keen on accuracy and build period models, these stamps are a valuable reference. Issued at Baltimore, Maryland on 6/14/00; a pane of 20 costs \$6.60.

The second group of stamps are: (1) U.S. Navy Submarines, issued at Groton, Connecticut on 3/27/00 in a prestige booklet, it includes 2 Gato class stamps, 2 USS Holland stamps, 2 Ohio class, 2 "S" class stamps, and 2 Los Angeles class stamps. Cost: \$9.80. (2) U.S. Navy Submarines: Los Angeles class, issued at Groton, Connecticut on 3/27/00 the anniversary of the launching of the USS Holland. The prestige book highlights 5 stamps to honor various periods in sub design and technology, with an introduction by Capt. Edward L. Beach U.S.N., the booklet gives a short history of underwater warfare, post WW II sub design and the significance of the Dolphin pin. Also a history of each sub type, illustrations and photos of battles and famous crews and the details of each sub's heroic voyages. The stamps and art work were designed and directed by Carl Herrman, and the artist Jim Griffiths.

With regard to submarines, it is interesting to note that submarines were only 1.6% of the Navy in WW II but they sank more than 30% of the Japanese Navy and 60% of their Merchant Marine, which included 8 large and small Aircraft Carriers, 11 Heavy and Light Cruisers, 43 Destroyers, 23 Submarines and 2,400 Merchant ships. They laid mines, hauled ammunition, transported troops, deployed secret agents and guerrilla leaders, rescued refugees, nurses, generals and 502 downed fliers including George Bush who later became President; all this in the Pacific.

This year is the Submarine Centennial.

The Dick Blick Art Materials Co, P.O. Box 1267, Galesburg, IL. 61402-1267, Tel. 1-800-828-4548. Has a wide variety of fine artists materials at reasonable prices. For example: A 18/0 brush (1/64" diameter liner) is only \$2.79. a 10"x12", all purpose light box for transferring designs, plans or templates, costs \$29.90. Call for a free catalog.

After a long political battle between several cities, the Battleship USS. New Jersey was towed to South Camden N.J on August 15th. Four tugs towed the ship down the Delaware River, where it will be renovated into a floating Memorial and Museum. The \$7.3 Million overhaul is part of a project on the Camden waterfront at a terminal close to where the ship was built at the former Philadelphia Naval Shipyard.

Study Plans Catalogs

Fifty Wooden Boats

112 pp., softcover
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Thirty Wooden Boats

80 pp., softcover
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Complete study plans for our designs appear in either *Fifty Wooden Boats* (50WB), *Thirty Wooden Boats* (30WB), or *Forty Wooden Boats* (40WB). No designs are repeated, so you'll quickly realize what a great deal each of these books are. See page 33 for complete descriptions of these books.

Bernd J. Braatz
Mareyzeile 7
13593 Berlin
GERMANY

Berlin, 3rd of August 2000

Dear Ray,

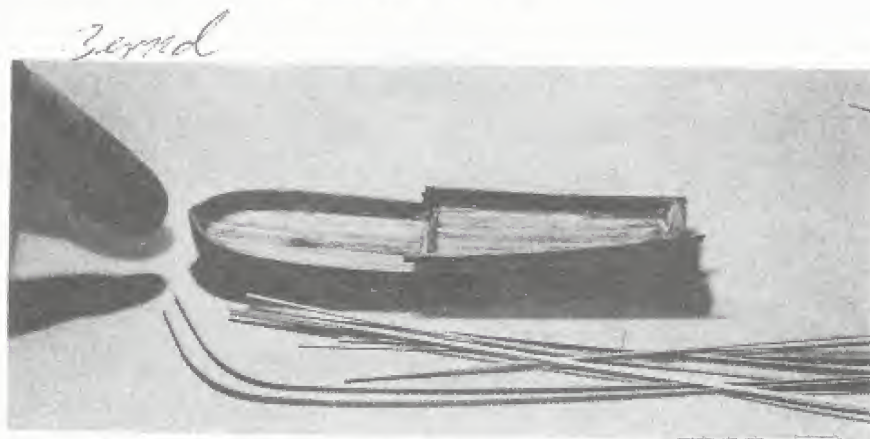
now here it is, a short building description of one of my latest models, the Colonial Schooner "Hannah". I built it after plans from Mr. Harold Hahn, who has reconstructed the ship after plans of schooners out of that time. The Hannah was one of the first armed ships, perhaps even **the** first armed vessel in General Washington's Navy in the war of independence. I built this model at the state like it looked as it was engaged as a man-of-war against the English naval forces in 1775.

At a scale of 1:150 the model fitted into a 5 liter bottle exactly. I took pear, cherry, nut, ebony and bamboo for building. The planked-over hull is out of spruce and the rigging is made out of nylon yarn. All pieces like canons, pumps, pin rails, blocks, deadeyes, etc and the stand with carved dolphins are handmade by myself. The operating time was about 500 hours (including the holder). I have had 73 strings to pull. Only for the rigging inside of the bottle I needed about 30 hours. You can see 3 crewmen on deck (of course made by myself) to give the model a touch of activity.

I completed the model in July 1999. With the kind help of my good friend Mr. Ralph Preston, who took the model at his last visit from Berlin, Germany to the Mariners' Museum in Newport News, Virginia, so I could take part at the Scale Ship Model Competition and Exhibition 2000 with the "Hannah". Once again, many thanks to you Ralph!!! I started in the scratch built division and the model was judged with a certificate of commendation.

But please, have a look at the enclosed photos, I think they will say more than thousand words could do. I have numbered the photos on the back and explained the state of building in the attached list.

All the best to you and many greetings out of Berlin



The hull of the Hannah is planked over with wood strips (pear)

Schooner Hannah by Bernd J. Braatz (continued)

2.



2 + 3

The hull is completed with all details

3.



4

Detail of the anchors

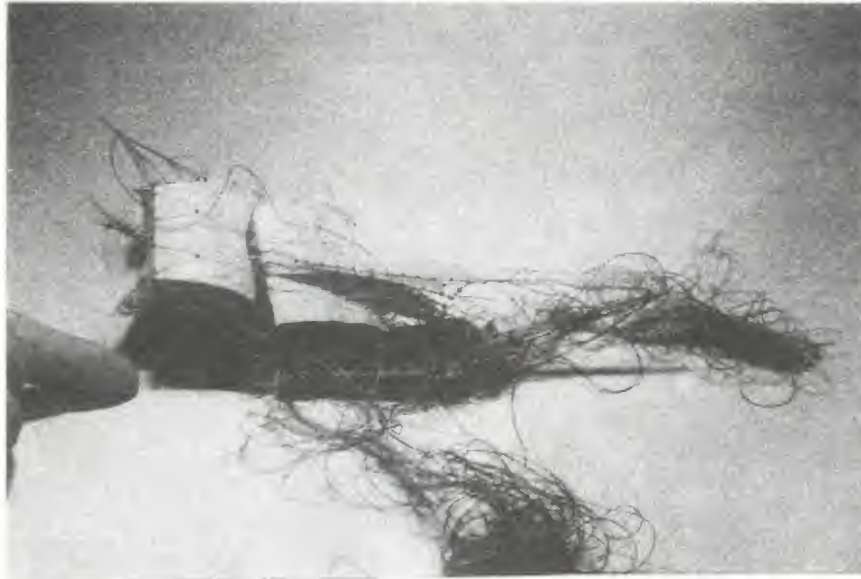
4.



14.

Schooner Hannah by Bernd J. Braatz (continued).

5.



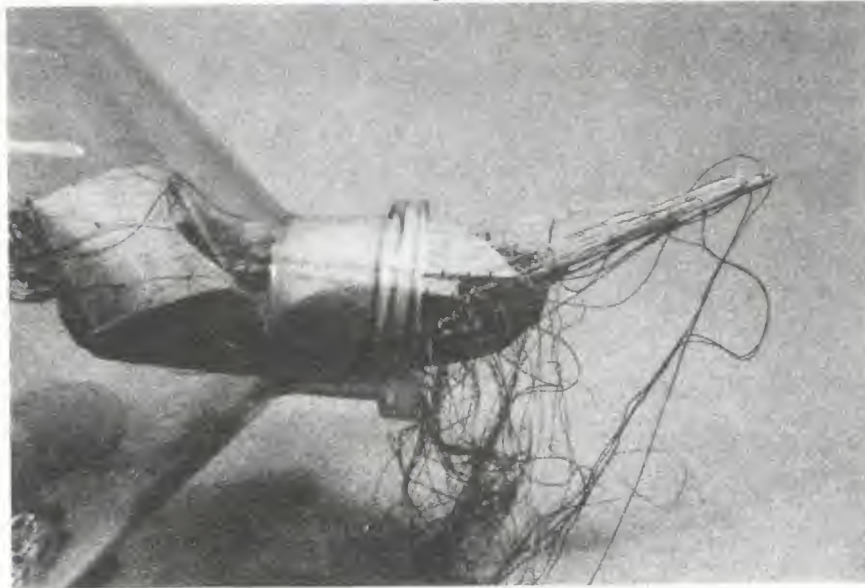
5

The folded down rigging, please note 73 strings to pull!

6

Setting into the bottle

6.



15.

Schooner Hannah by Bernd J. Braatz (continued).

7.



7

The 3 crewmen, (handmade)

8

Crewman on deck

8.



9

A view into the rigging

9.

16.



Schooner Hannah by Bernd J. Braatz (continued).

10.



10

A look onto the deck from outside the bottle

11

Now the work is done, the model "Hannah" is completed, please have a look at the hand carved dolphins at the elm burl stand and the large-scale turkey's head at the neck of the bottle

11.





Since there are no new members to tell you about I will tell you about an experience I recently had. While looking for a particular book Robert Frederick of Seattle, Washington upon hearing of my quest turned me toward the WoodenBoat Magazine. I got myself a copy and found their ad for The WoodenBoat Store. I called and found a list of hard to find books. The partial list is below.

Hard to Find Books

Not Shown in our current catalog

To Order Call: The WoodenBoat Store 1-800-273-SHIP (7447)

History, Art

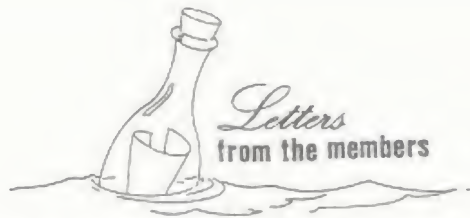
Arctic Schooner Bowdoin, Thorndike, softcover 260 pp., #300-349, Ship Wt 1 1/2 lb \$16.95
The Boatbuilders of Muskoga, softcover, 152 pp., #300-421, Ship Wt 2 lbs \$24.95
Boats & Boating in the Adirondacks, Bond, hardcover, 334 pp., #300-351, Ship Wt. 4 lbs \$49.95
Black Jacks, Bolster, hardcover 310 pp., #300-438, Ship Wt. 2 lbs \$27.00
Canoeing the Adirondacks, Sears, softcover, 177 pp., #300-319, Ship Wt 1/2 lb \$14.95
Capt. Nat. L.F. Herreshoff, softcover, 349 pp., #300-032, Ship Wt 2 lbs, \$21.95
Chesapeake Bay Skipjacks, Vojtech, hardcover, 145 pp., #300-324, Ship Wt 2 1/2 lbs \$29.95
The Complete Cruiser, Herreshoff, softcover, 372 pp., #300-039, Ship Wt 1 lb \$16.50
Carlo the Legend, Riva the Myth, by Piero M. Bibellini, hardcover, two-volume slipcased set 550 total pages, #300-446 Ship Wt 12 lbs \$195.00
Eye on the Coast, Bunting/Shettleworth softcover 210 pp #300-440, Ship Wt 2 lbs \$25.00
Fishing Boats & Their Arts, Branco, hardcover, 164 pp., #300-172, Ship Wt 2 lbs \$29.95
Greatest Little Motorboat Afloat, Dodington, softcover 168 pp., #300-277, Ship Wt 2 lbs \$24.95
Guide to Haffenreffer-Herreshoff Collection, MIT, soft, 209 pp., #300-374, Ship Wt. 2 lbs \$20.00
Knee Deep in Shavings, Blanchard, hardcover, 178 pp., #300-471 Ship Wt. 2 lbs \$29.95
Magic of the Swathways, Griffiths, softcover, 240 pp., #300-373, Ship Wt 1 lb \$16.50
The Old Outboard Book, Hamm, softcover, 278 pp., #300-274, Ship Wt 1 lb \$19.95
Sailing Alone Around the World, Slocum, hard, 294 pp., #300-114, Ship Wt 1 1/2 lbs \$14.95
Sailing on a Modest Income, Griffiths, softcover, 176 pp., #300-354, Ship Wt 2 1/2 lbs \$27.95
Shanties from the Seven Seas, Huggill, softcover, 427 pp., #300-328, Ship Wt 1 1/2 lbs \$19.95
Sloops of the Hudson River, Fontenoy, softcover, 132 pp., #300-115, Ship Wt 1 1/2 lbs \$19.95
Thomas McManus & American Fishing Schooners, Dunne, hardcover, 406 pp., #300-327, Ship Wt 5 lbs \$39.95
The Thousand Dollar Yacht, Bailey, softcover, 214 pp., #300-389, Ship Wt 1 lb \$14.95
Umiak, Snaith, softcover, 185 pp., #300-426, Ship Wt 2 lbs \$24.95

Other categories are, Seamanship, Building/woodworking. I found a book similar to the one I was looking for. Service was fast and dealing with these people over the phone was a pleasure.

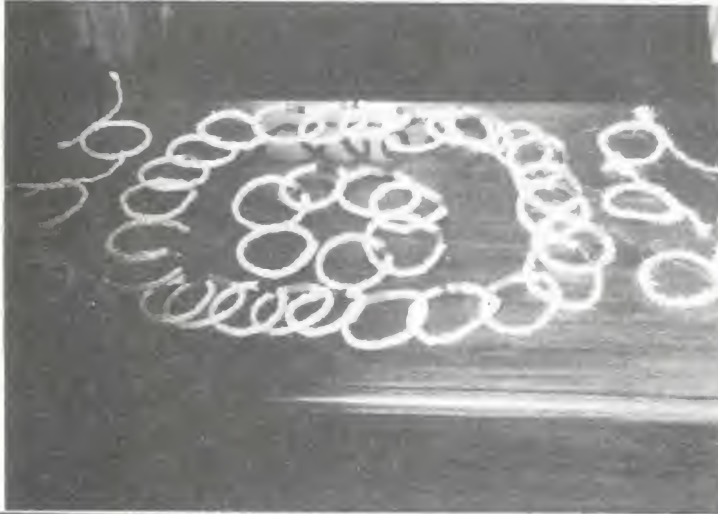
Their catalog also has plans if you would like to build a real boat.

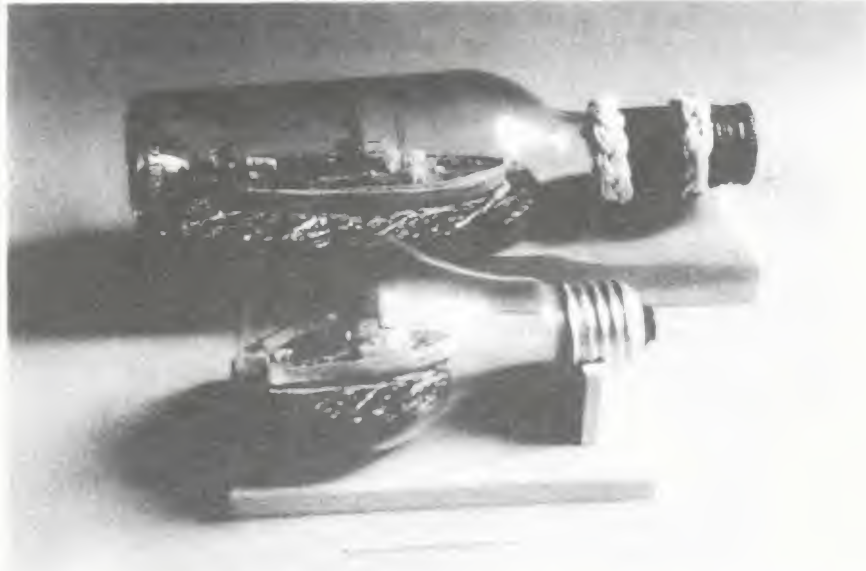
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The photo's below are from Jack (Kai-Cho) Hinkley (Top) and Charles Hand. And are of the " Grommet Bracelets" that are being made for the Conference. THEY will be for sale for at least \$2.00 each , and the proceeds will be used to help cover the costs of the Conference or will go into the Treasury to assist in publishing the Journal.





The photos above and below are also from Charles Hand, and are of the same U.S. Coast Guard Boat WPB 95307. One is in a 60 Watt light bulb and is 1:600 scale. The other is in a 187ml wine bottle and is 1:350 scale. Charles also has contacted Mr. Mike McLeod of the Civil War Journal at P.O. Box 510 . Acworth, Ga. 30101. Mr. McLeod is interested in Civil War ships in bottles for his Journal.

If you build that period ship you might want to contact him.



A FEW SUGGESTIONS THAT MIGHT HELP SIB BUILDERS

BICYCLE SPOKES - We all make our own tools, but if you have not tried bicycle spokes you are missing something valuable. Spokes are usually made from stainless steel and for an average 26 inch bike they measure 12 1/4 inches in length. (There are longer ones.) One end is threaded, but this can be cut off and the end shaped in any way you wish. You can also super-glue a blade to it to do your interior cutting.

The other end is bent 90 degrees and has a flat button end (to keep it attached to the rim). The bend can be used as a hook and is also handy for dabbing small bits of white paint around when you need whitecaps, etc.

The metal spoke bends fairly easily so it can be shaped in any way you want. They are a good investment and cost about fifty cents each at a bike shop.

STAINLESS STEEL COOKING SKEWERS - You can find stainless skewers in good cooking supply stores. Buy the type that look very much like spokes and are temporarily held together at one end by a removable ring through a small hole. By cutting through the hole you will create a "V" shaped device which is helpful when holding down small lines and for pushing and prodding inside the jug. These skewers come in a variety of sizes. I look for the longest I can find. Again, they bend easily and are inexpensive.

DENTOTAPE - Aside from flossing, Johnson & Johnson (there may be other brands) Dentotape works well for trim on small ship models. I run my tape through some acetone to remove any wax or other foreign substance and then pass it through some dark stain, like mahogany. Sometimes it takes two passes to get a consistent color. This thread can then be used as trim around windows, or along the gunwales. It makes great boot-topping along the waterline as well. The tape tends to twist a bit while using, but this defect can be overcome by working slowly and using a skewer or similar device as a guide.

ACRYLIC ARTISTS PAINT - I long ago abandoned small bottles of modelers enamel. You can purchase acrylic artists paint at any art supply store, and a tube lasts forever. Acrylic paint is water soluble, so it can be thinned down to whatever consistency you want. It flows on smoothly and can be recoated in minutes. If you have a surface that requires a gloss finish, just paint over it with some clear nail polish. The downside to acrylic is that it can be hard on brushes. Keep a glass of water handy and never let the paint harden on the brush. By the way, if you find your brush end too wet, just lower the hairs that are high up the brush tip and next to the ferrule on to a piece of facial tissue or paper towel. The absorbent paper will pull the excess moisture up and away from the tip. You can then paint without the fear of the paint running. I use watercolor brushes with synthetic hairs for my work. The small ovals are excellent for detail work, and a 1/4 inch flat covers rapidly. These brushes cost a few bucks, but they are so superior to the cheap hobby brushes that they are worth every penny, but as I mentioned, you must take care of them.

Don Hubbard

If practice makes perfect, and nobody's perfect, why practice?

Why is there always one in every crowd?

If all the world is a stage, where does the audience sit?

Is it possible to have déjà vu and amnesia at the same time?

NEW MEMBER JERRY "D" PLANT

Jerry joined us a few months ago when a friend of his sent him an application for membership in the SIBAA. What is unusual about that? Well, Jerry is in prison. He is still not certain about his release date, but time hangs heavy in the hoosgow and he has turned to bottling models to pass the time. Building and bottling are traditional pastimes for isolated individuals, so he comes by the calling naturally.

Jerry builds wagons and ships in bottles, everything from stage coaches to cook wagons, and ships of various kinds. His bottles are plastic!

I was curious about his methods and the availability of materials and tools in prison, so I asked him to give me a few details to pass on to the rest of you. Small scale modelling and ship bottling are hard enough even with the best tools and materials, but the best tools and materials are not commonly found in prisons - they are not even legal in some cases.

Here is what he has to say: "My tools are all hand made, and here in this level 4 prison they are all classified as contraband. I can be wiped out at any time. But I must say, the prison guards have treated me with a great deal of respect and they show lots of mercy when it comes to taking my equipment. They all love my work, from the Associate Warden to the floor officers. I also use tweezers and fingernail clippers that are not considered contraband.

I have built eight ships-in-bottles so far. Some have gone to a friend, one to the Maritime Historical Society as a gift, sold some to other prisoners here and have had one confiscated by a prison guard. That was my first model - a pirate ship in a tiny glass ointment bottle I found in the trash. That is the model that got me started. Now I put my models in plastic shampoo bottles and other small clear non-glass bottles.

My ships-in-bottles are very tiny. Less than 2 inches long, I build each ship outside the bottle with masts and rigging laid back. I carefully place the ships inside and pull the string to erect the masts. My tiny drills are made using springs from throw-away cassette cartridges. The springs are hard and don't bend easily or become dull. My smallest drill is not much larger than a needle and the largest is about the size of a paper clip.

I make miniature western wagons that have very fine detail. I have a finished chuck wagon now which has wheels and brakes that work, and has a box on the side to keep plates and cups in. It looks as if it just rolled in from the frontier after a cattle drive. The wagon is small enough to sit in the palm of your hand. Each wheel is about 5/8 inch in diameter and has a metal band around it, with twelve spokes and a slotted hub.

What seems to impress everyone are the details in my work. I do it all by hand and mostly with trash that I have learned to recycle. I use toilet paper for sails and for the canvas covering the wagons. I stain the paper tan for the ship and dirty brown for the wagons. I use aluminum from soda cans and can make it old looking or bright enough so that it looks like chrome." (NOTE: Mr Plant taped three small strips of aluminum to the letter paper showing the

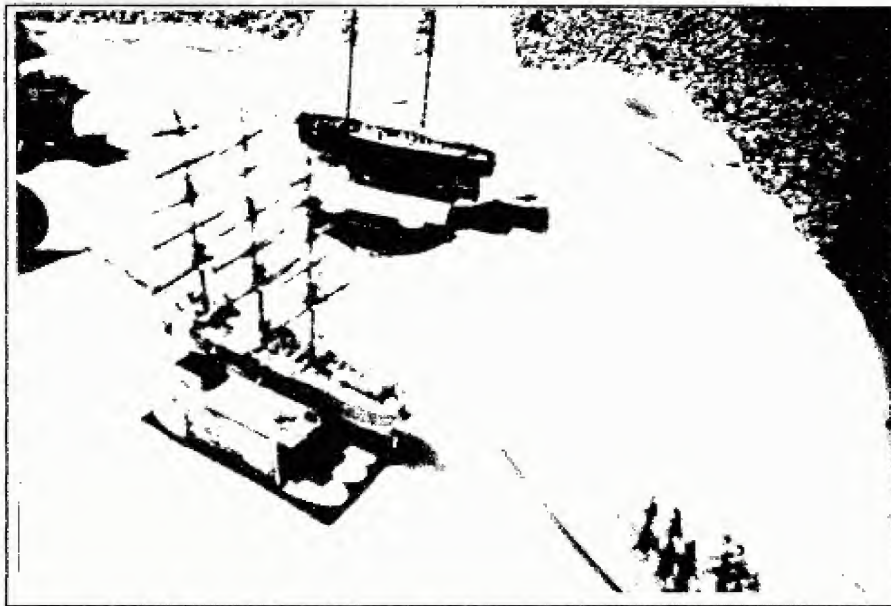
various finishes and showing how narrow he can make them - the smallest measured 1 mm in breadth. He also taped on a 4 mm tin dinner plate with raised edges.)

"I don't restrict myself to one form of miniature art. I can create miniature semi-trucks and trailers, steam trains, Model T cars and trucks, boats, ships, any Western wagon you can name plus a few fancy coaches like the Brougham and coupe. The coupe is the hardest one to build. I am working on one right now.

Someday I would like to build these things and show them on a web site for collectors of miniatures to bid on. I'm sure it would make it worth my time and effort."

Jerry would very much like to compare notes with other builders or answer other questions about his techniques or materials. If you want to contact him his address is as follows"

Mr. Jerry Plant D04972-D4-248
Box 5002
Calipatria, CA 92233



Models by Jerry Plant. All ships are under 12 inches long. Wooden ice cream spoons form the stands. The plastic bottle contains a pirate ship firing on a Spanish Galleon.

The National D-Day Museum.
by F.J.Skurka.

The beginning of the end of World War II, began on June 7th 1944, with the Allied invasion of Fortress Europe, and this year, on the 56th Anniversary of the invasion, a National Museum commemorating that historic event opened in New Orleans, Louisiana. The founder, noted historian, Stephen Ambrose was on hand and noted " it's just wonderful to see the Baby-Boomer generation and their children going up to the veterans (over 10,000 attended the four day ceremonies) and thanking them for what they did and to see the veterans discussing the war with them". The 64 year old historian and author of " D-Day " was proud of the opening which was the culmination of a project he started 15 years ago, when he started to research the book.

The artifacts given to him by the vets grew to large for a private collection and grew into a \$25 Million , 70,500 foot museum-showcase of artifacts and memorabilia, combined with oral histories, posters, props, video and animation tapes, which brought back memories, and in many cases tears, to the vets who made the invasion.

One of the main exhibits is a rebuilt landing craft LCVP (landing craft vehicle personnel) which was designed and built by the late Andrew Jackson Higgins, and were used in every beach invasion of the war. Known as "Higgins Boats" all were built in the Higgins Boat yards in New Orleans. Many major American and British Military leaders credited Higgins and his boats with winning the war.

Higgins Industries produced over 20,094 boats ranging from 36 ft. LCVP to the 78ft High Speed PT Boat; Rocket firing landing craft support boats, 56 ft Tank Landing Craft, 170 ft. Fire support ships and 27 ft. Air Borne Lifeboats dropped from the belly of a B-17 Bomber. It is Generally agreed that he designed and built the finest Landing Craft in the world. It is interesting to note that Adolph Hitler called Andrew Jackson Higgins " The New Noah ".



Subject: magazine article

Date: Mon, 3 Jul 2000 10:09:31 -0400

From: "Mike McLeod" <cwj@go-star.com>

To: <hubbarddon@aol.com>

Don,

I am the editor of a new Civil War magazine, the Civil War Journal. I visited the website and was wondering if you have photos of Civil War ships in bottles? Also, has someone in your organization written an article on how to build a ship in a bottle? I would be interested in printing it and photos of CW ships. You can e-mail any info to me at cwj@go-star.com, and I will credit the author, photographer, and the website.

Mike McLeod
888-388-7827

THE AMISTAD
by F. J. Skurka

The replica of the "Amistad" is a topsail schooner which took part in the fourth of July Celebration in New York Harbor. The original sailed from Havana, Cuba in 1839, to Sierra Leone on the west coast of Africa, where a cargo of slaves was picked up with the intent to sell them in the new world. Three days out, the slaves, led by their leader "Cinque" mutinied, seized the vessel and ordered their captors to sail toward the sun, hoping to return home. The crew complied during the day, but at night, changed course to the west, attempting to return to Cuba.

Eventually, the ship wound up off Montauk Point (Long Island) New York, and fifty three men, women and children were imprisoned, when the vessel was taken by the American Navy. They stood trial for piracy and murder, but abolitionists rallied to their cause and the case was taken to the Supreme Court, where the former President John Quincy Adams argued as the Defense Council, winning the case in 1841. The Africans were set free after he argued that they were illegally enslaved.

The replica " Amistad " was built in Mystic, Connecticut at the Museum, at a cost of \$3 .1 Million. She is 129 ft. LOA (length overall) is 81 ft on deck, carries 5,200 sq.ft. of sail, is home ported in Mystic, and was built in 1998-2000. Symbolically the vessel is built of Purple-heart, Angelique, Iroko (African woods) and Live Oak, Douglas Fir, White Oak and Yellow and White Pine.

Owned by "Amistad America," she carries a crew of 8 and her Master is Captain William (Bill) Pinkney, an African-American, who sailed the world alone in 1990. The name "Amistad" means "Friendship" in Spanish.

The ship will be used as a floating classroom and exhibit and can carry 49 passengers on day trips. Captain Pinkney said " we will travel and tell the story of the ship as well as the story of the Human Rights Struggle".



The WHITESWAN LAUNCHED
By F.J. Skurka.

The "Cisne Branco" (Whiteswan) in Portugese, the Brazilian Navy's newest Cadet Sail Training vessel, was launched in the Netherlands, on August 4th, 1999, at the Damen Shipyard, Gorinchem. Fitted out by Nista B.V. and designed after a 19th century Dutch merchant ship, the vessel participated in OP-SAIl 2000. The 1,038 ton (full load displacement) ship spreads 2,195 Square meters of sail, is a three masted full rigged ship, carries a crew of only 8 Officers and 14 enlisted men and has berths for as many as 55 Cadets.

She can log 17 knots under sail, is 213 ft. long (hull) has a 1,060 horsepower Caterpillar Auxiliary Diesel propulsion engine and a 400 horsepower bow thruster for maneuvering in harbors and other restricted waters. Saves money for tugs.



<http://www.hazegray.org/dan20>.

Talked to the curator of the Naval History museum in Washington D.C. I think.

He was quite helpful - gave me a couple of contact numbers and this great web site. Had many links that had to be pushed on the site to find this spot but it has the history of just about every US naval ship I think including the Pennsylvania :)
Thought you might like this information for the magazine.

Terry Butler

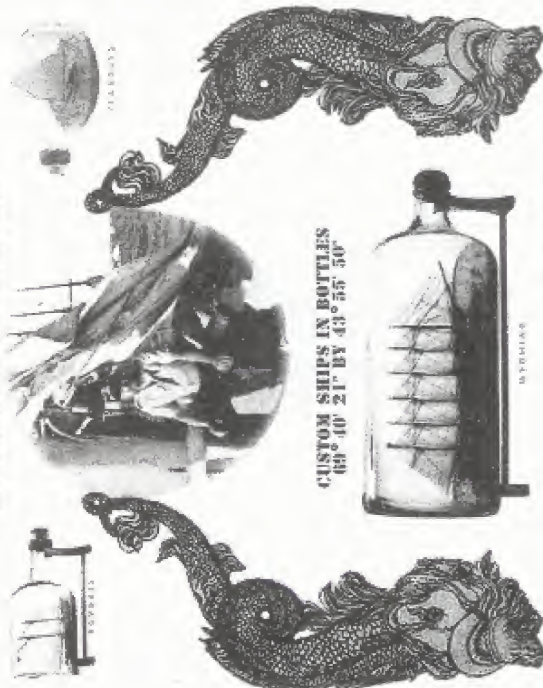
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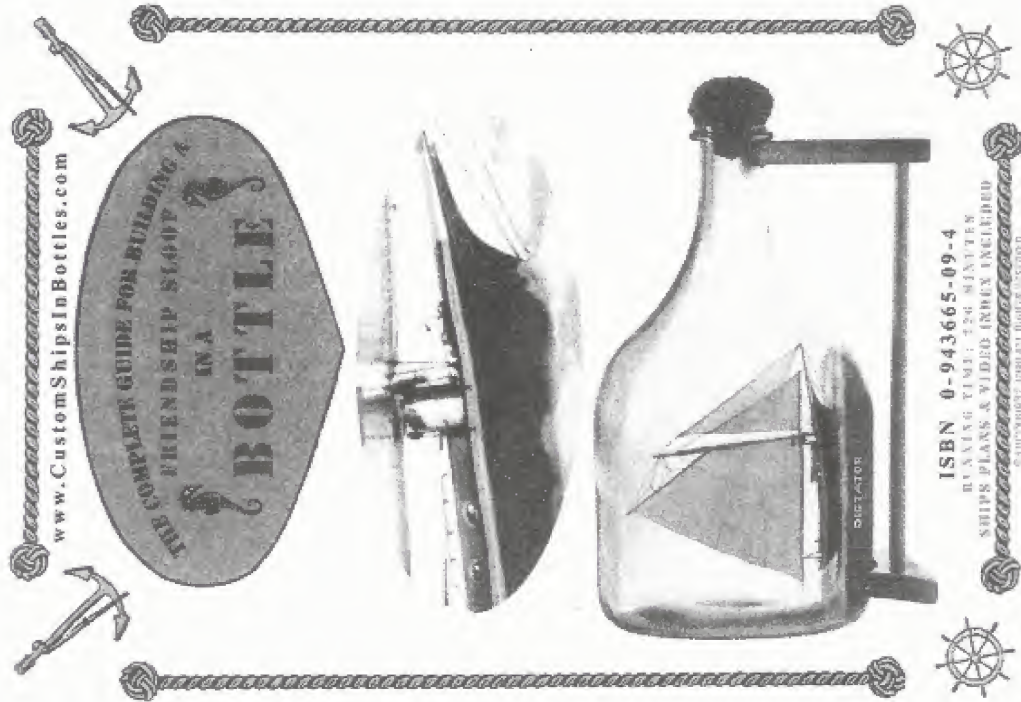
Gil Charbonneau is known by his peers and collectors for the quality of his more than 80 ships in bottles. *The National Geographic World*, *Yankee Magazine*, *Down East*, *Colonial Homes*, *Traditional Homes*, *Seaways' Ships in Scale*, *Off Shore*, *Sailing*, *The Bottle Shipwright*, and *The New York Times* have all featured his work. His art has been part of the Discovery Channel's "Tales of Wood & Water", "The American Trail", The P.B.S. hit "Reading Rainbow" with Laver Burton, the C.B.C. program "Land & Sea" and most recently the popular C.B.S. "Travels With Harry" with Harry Smith and "Sunday Morning" with Charles Osgood.

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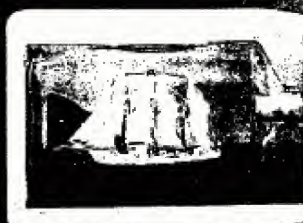
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HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$29 surface, \$30 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$29 surface, \$25 airmail.

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 Barry Smith (BARRYSUANNA@aol.com)
 George D. Villiers-furze (potro@email.msn.com)
 Randy Westervelt (shipbotler@aol.com)
 World Wide Web server (<http://www.shipbottle.ru>)
 Dutch SIB (<http://home.ciara.net/hjongste/sibnl.htm>)
 Sib History Page (<http://fundinet/fpweb/2-hist.htm>)
 Ralph's Propaganda Sheets (http://natosongs.com/hit_the_bottle.html)

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Mr. Adam Mello

1606 Harley St.

Calistoga, Ca. 94515.

DO NOT SEND CASH--Check or money order only.
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Handblown Bottles



from
**Church & Maple
Glass Studio**
Burlington, Vt. 05401
phone/fax (802) 863-3880

Approximately	4" x 8"	\$ 35
	6" x 11"	\$ 65
	8" x 15"	\$ 95

+ 7% packing & shipping

All with
1" necks

Custom Orders upon request

THE OLDER GENERATION

This one came from a fabulous 70+ year old man who is a retired air pilot and gave countless hours of service.

SENIORS MUST LEARN TO SACRIFICE!

All citizens of the USA should remember this!!!! I was embarrassed to read that President Clinton and his advisors have said, "The older generation must learn to sacrifice as other generations have done" That's my generation. I knew eventually someone would ferret out the dirty secret: we've lived the "lifestyle of the rich and famous" all our lives.

Now, I know I must bare the truth about my generation and let the country condemn us for our selfishness. We certainly don't deserve any of that Social Security money that we've put away for 45 or 50 years! We sure don't need help with our medical bills...no, we've surely got enough put away for a \$250,000 open heart surgery bill. We've had so much fun in our lives, why just read the following: During the Depression we had a hilarious time dancing to the tune of "Brother Can You Spare A Dime?" We could choose to dine at any of the country's fabulous soup kitchens, often joined by our parents and siblings...those were the heady days of carefree self-indulgence.

Then, with World War II, the cup filled to overflowing. We had the chance to bask on the exotic beaches of Guadalcanal, Iwo Jima and Okinawa; to see the capitols of Europe and travel to such scenic spots as Bastogne, Malmedy and Monte Cassino. Of course, one of the most exhilarating adventures was the stroll from Bataan to the local Japanese hotels, laughingly known as death camps. But the good times really rolled for those lucky enough to be on the beaches of Normandy for the swimming and boating that pleasant June day in '44. Unforgettable.

Even luckier were those that drew the prized holiday tickets for cruises on sleek, gray ships to fun filled spots like Midway, The Solomons and Mummansk. Instead of asking, "What can we do for our country," an indulgent government let us fritter away our youth wandering idly through the lush and lovely jungles of Burma and New Guinea.

Yes, it's all true: we were pampered, we were spoiled rotten, we never did realize what sacrifice meant. We envy you, Mr. Clinton, the harsh lessons you learned in London, Moscow, Little Rock, and the secluded cubby's of the Oval Office with a young intern.

My generation is old, Mr. President . . . and guilty; but we are repentant. Punish us for our failings, sir, that we may learn the true meaning of Duty, Honor and Country. Give that money that we've been putting into Social Security and Medicare to those more deserving . . . like yourself?

Robert J. Grady

Lt. Col., USAF (Ret.), Colorado Springs

THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America (S.I.B.A.A.)** is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$20.00 U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

DON HUBBARD
MEMBERSHIP CHAIRMAN
P.O. Box 180550
CORONADO, CA. 92178-0550

APPLICATION FORM

Full name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Please briefly indicate your interest and experience with bottled ships: _____



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I, _____, hereby grant the Editor of the Bottle Shipwright
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and written/photographed by: _____

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Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,
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I understand that the Ships-In-Bottles Association of America, and the Bottle
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any
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Signature: _____ Date: _____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.





The photo's above and below are of a work in progress by Alan W. Barraclough, of Philadelphia, Pa. It is the Young America in 1:480 scale. In this issue is also a hint from him for a rigging jig. Thanks Alan and beautiful work.



■ Funny, I don't remember being absent-minded.